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COUNTRY	Germany (Russian Zone)	co	NFIDENTIAL	DATE DISTR. 18 AUG 50	
SUBJECT	Observations at Brandis Air		A COLUMN PO PO PO COM	NO. OF PAGES 2	
PLACE	25X1				
ACQUIRE:D				NO. OF ENCLS: 1 (LISTED BELOW)	
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1。 25X1 25X1	On 29 May 1950 eighteen planes were observed at Brandis Airfield. Fifteen of them were MIG-15's and three were DC-3's. On 12 June there were four and on 16 June twelve planes at the field, all of them MIG-15's.				
2,	Approximately forty or fifty Soviet Air Force enlisted men were seen at the airfield on 29 May. On the same day between six and eight jeeps, between five and six tank trucks, one radio truck and between four and five other trucks at the field.				
3,	The mobile radar equipment and truck which had been observed standing in the southwest corner of the field and the radio station which had been observed in the northwest corner of the field on 29 May and 12 June were nowhere to be seen on 16 June. The radar truck had been driven off and the radio station dismantled. The only communications equipment to be seen was a vertical aerial, as shown at "1" on the attached sketch.				
40	Flying activity				
	a. 29 May 1950 At approximately 11:45 A.M. one DC-3 approached the airfield on a bearing of forty-five degrees and landed. At approximately 2:45 P.M. several MIG-15's warmed up and subsequently a formation of four MIG-15's was seen over the airfield. At 5:15 P.M. twelve MIG-15's took off, ten in pairs and two singly. The aircraft flew out of sight and then returned to the airfield in a formation of twelve after twenty minutes. At 5:50 P.M. the aircraft again flew over the field but this time broke formation. By 6:00 P.M. all the planes had landed and were towed to the hangars by jeeps.				
b. 30 May 1950 At 6:00 A.M. one DC-3 approached the airfield on a bearing of forty- five degrees and landed. Between 9:00 A.M. and 3:00 P.M. eight to ten MIG-15's were observed circling the airfield and on formation flights of two and four aircraft. Also observed circling the field was one LA-7.					
	c. 31 May 1950 Only circuits by radial-en	ngine b	i-planes were ol	oserved.	
STATE	d. 1 June 1950 At 9:30 P.M. one LA-7 land CLASSIFICATION SECT	lęd. At	t 10:00 P.M. two TROL - U.S. OFF1	DC=3's landed	
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- e. 2 June 1950 At 5:30 A.M. two DC-3's took off. Throughout the day MIG-15's were observed circling the airfield and on formation flights of two aircraft. The planes reached heights of four to five thousand meters.
- f. 3 June 1950 Two MIG-15's and one type 16/26 jet plane were observed circling the airfield. Flying activity ended at 2:00 P.M.
- g. 5-6 June 1950
 There was moderate flying activity with one type 16/26 jet plane and two MIG-15's in the air.
- h. 7 June 1950
 Flying activity started at 11:00 A.M. with type 16/26 jet craft in the air and lasted until 8:00 P.M. Also observed were one LA-7, which did acrobatics, and another LA-7 which circled the field.
- i. There was no flying activity on 10 June 1950.
- j. 12 June 1950 Between 5:15 P.M. and 7:30 P.M. one type 16/26 aircraft was observed circling the field.
- k. 13 June 1950
 Flying started at 8:30 A.M. with one type 16/26 jet, sixteen MIG-15's and two IA-7's in the air. The planes circled the field; the MIG-15's in addition practised formation flying. Activity ceased at 7:30 P.M.
- 14 June 1950
 During the afternoon one type 16/26 jet, three to four LIG-15's and one LA-7 were observed over the airfield. Activity ceased at 8:00 P.M.
- m. 15 June 1950

 Wlying started at 8:30 P.M. with one type 16/26 jet and six to eight MIG-15's in the air. No observation was carried out in the afternoon.
- n. There was no flying activity on 16 June 1950.
- o. The average take-off run required by MIG-15's was observed to be between five and six hundred meters.

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